SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

1

FOR THE

SUNSET RAILWAY

To Take Effect Saturday, January 1, 1927, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employees only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

A. F. BOWLES,
Superintendent.

EASTWARD									WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 1 January 1, 1927	Distance from Maricopa	SECOND CLASS	THIRD CLASS	
	54 Mixed	260 Sunset Ry. Freight	52 Sunset Ry. Mixed					51 Sunset Ry. Mixed	259 Sunset Ry. Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
54 YP		5.25 AM	9.55 AM	322.6	TO-R	GOSFORD	31.9	s 3.55 PM	12.05 PM	
						3.0				
8			f 10.01	325.6		BANNISTER	28.9	3.45		
						1.6				
67		5.45	f 10.05	327.2		ARTWELL	27.3	3.40	11.40	
						4.9				
92		6.05	f 10.15	332.1		CONNER	22.4	f 3.25	11.25	
						4.7				
71 W		6.30	10.25	336.8		MILLUX	17.7	f 3.10	11.10	
						6.7				
66		7.10	**10.45**	343.5		KYAN	11.0	f 2.49	**10.45**	
						6.5				
66 Y	1.15 PM	7.30 AM	s 10.57 AM	350.0	R	PENTLAND	4.5	f 2.25	10.00 AM	
						2.7				
71 Y	f 1.25			352.7		HAZELTON	1.8	f 2.15		
						1.8				
Yard	1.35 PM			354.5	TO-R	MARICOPA	0.0	2.05 PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(31.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(0.20)	(2.05)	(1.02)			Time over District		(1.50)	(2.05)	
	(13.5)	(13.1)	(26.5)			Average speed per hour		(18.00)	(13.1)	

EASTWARD								WESTWARD	
Capacity of sidings car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 1 January 1, 1927	Distance from Shale	SECOND CLASS	THIRD CLASS
	260 Sunset Ry. Freight	152 Mixed					151 Mixed	259 Sunset Ry. Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
66 Y	7.40 AM	10.58 AM	350.0	R	PENTLAND	17.0	s 1.10 PM	9.35 AM
					2.2			
	7.50	f 11.05	352.2		KERTO	14.8	f 1.05	9.25
					2.0			
	8.00	f 11.14	354.2		SIGNA	12.8	f 12.58	9.15
					4.5			
Yard BK	8.15 AM	s 11.50 AM	358.7	TO-R	TAFT	8.3	s 12.45	9.00 AM
					3.8			
50		f 12.01 PM	362.5		MIDOIL	4.5	f 12.35	
					2.0			
Yard		s 12.10	364.5	TO	FELLOWS	2.5	f 12.30	
					0.7			
		f 12.11	365.2		VERNETTE	1.8	f 12.24	
					1.8			
44 Y		s 12.15 PM	367.0	R	SHALE	0.0	12.20 PM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(17.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.35)	(1.17)			Time over District		(0.50)	(0.35)
	(14.9)	(13.2)			Average Speed per Hour		(20.4)	(1.49)

ADDITIONAL STATIONS

Levee	339.1	Lowry	357.8
Bronco Oil Co.	351.1	Kelsey	359.4
Anaconda	353.9	Equitable Petroleum Co.	359.7
Snooks	354.0	Sanben	360.0
California National Supply Co.	354.1	Milso	360.3
New Center Oil Co.	354.2	Chanslor	361.2
Fulton Oil Co.	354.3	Noal	362.0
National Supply Co.	354.4	Canfield	362.3
Nibo	351.2	Walren	363.2
El Dora	351.4	Premier	363.7
Ranza	351.6	K. T. O. Co.	364.0
Welco	352.6	C. C. M. O. Co.	364.3
Lio	352.8	Monmouth	365.1
Winoil	353.4	Supplico	365.5
Copen	353.7	A. O. T. Co.	365.9
E. E. Jones	355.1	Visalia Midway	366.1
Richfield	357.2	Recovery	366.4

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Rule 83 (C)—Extras register at Pentland.

Rule 83 (D)—Trains must obtain a clearance card at Maricopa when operator on duty.

Rule 93—Yard Limits—Are defined by yard limit signs at the following stations:
Pentland Taft.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles per Hour.

Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

BETWEEN	Passenger	Freight	Running Backward
Gosford and Pentland	50	30	20
Except with large loaded oil cars	....	25	....
Pentland and Maricopa	40	25	20
Except with large loaded oil cars	....	20	....
Pentland and Shale	40	25	20
Except with large loaded oil cars	....	20	....
East Switch Long Siding at Taft and derailer in main track west of Taft	15	10	10

MISCELLANEOUS

1. At Pentland, normal position of junction switch will be for Taft line.
2. There is a spring derailer on main track 900 feet west of west switch at Taft.
3. Nos. 151 and 152 will stop on flag at Winoil and K. T. O. Co., to receive and discharge passengers.

R. G. PROSOLE	Trainmaster, Bakersfield
E. F. WASEM	Chief Dispatcher
F. B. WARNER	Asst. Chief Dispatcher
O. D. DAY	Asst. Chief Dispatcher
H. R. MANNING	Division Examiner
F. G. TOATES	Road Foreman of Engines

D. S. WEIR, *Assistant Superintendent.*